

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

C 16. (Previously Amended) A vehicle securable attachment used for securing a vehicle seat to a vehicle without effectively altering at least the conventional seat to vehicle way of anchoring and in a way that renders such seat rearwardly swivellable in the case of sudden vehicular deceleration for limiting the possibility of injury to the occupant of such seat once fitted via the attachment to such vehicle comprising:

path defining means via which the attachment is at least indirectly securable to the conventional location of anchoring of such seat to its carrying body and of which at least the leading end extends along an upwardly extending curve with the path defining means extending in the direction of travelling along a vehicle and against interference with the movement of such seat between its conventional upright and rearwardly tilted conditions once the attachment is operatively fitted,

a carrier arrangement that is displaceably held along the path defining means in a way that causes such seat, as securable to the attachment via the carrier arrangement, to become rearwardly tilted on movement of the carrier arrangement towards the leading end of the path,

a locking facility by means of which the carrier arrangement and thus such seat, once the attachment is operatively fitted, is releasably locked to the path defining means, in a way that enables the release of such seat from its locked position at the latest in response to a pre-established rate of vehicular deceleration established with such seat under conditions of load, once the attachment is in operative use, and

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such seat, once operatively fitted to such vehicle via the attachment while being appropriately occupied, thus becoming released at the latest at the relevant rate of vehicular deceleration resulting in its forward motion under its inertia via the displacement of the carrier arrangement along the path up to a position of carrier arrangement stoppage, as provided towards the leading end of the path defining means, while during such forward motion becoming rearwardly tilted from its conventional upright seating position into a rearwardly tilted position of reduced exposure to injury of its occupant owing to at least the leading end of the path defining means extending upward along an adequate extent of curvature.

17. (Previously Amended) A vehicle securable attachment as claimed in claim 16 in which the largest portion of the path defining means defines a path that extends appropriately arcuately to cause a seat as secured thereto via the carrier arrangement to commence its tilting action substantially on commencement of travelling of the carrier arrangement from its locked position towards the leading end of the path once becoming released.

18. (Previously Amended) A vehicle secure attachment as claimed in claim 17 in which the path defining means is in the form of an arcuately formed railage layout to which the carrier arrangement is rollably engaged against release at least once the attachment is operatively fitted.

19. (Previously Amended) A vehicle securable attachment as claimed in claim 18

in which the railage layout provides two adjacently spaced rails that are installable in adequately spaced relationship to result in each rail being located in opposite seat side-edge region co-acting relationship with a seat, and thus indirectly rollably engaging with the rails via the carrier arrangement once the attachment is operatively installed.

C1 20. (Previously Amended) A vehicle securable attachment as claimed in claim 19 that is arranged to be interspaceably secured between a vehicle seat and a location of conventional seat anchoring in a way that requires little if any alteration to both such seat and such location of conventional seat anchoring and to the latter of which the attachment is thus directly anchorable.

21. (Previously Amended) A vehicle securable attachment as claimed in claim 20 in which the carrier arrangement comprises at least one seat securable rail-engaging runner for each rail formed to effectively prevent the runners from accidentally becoming disengaged from their respective rails while promoting smooth movement there along.

22. (Previously Amended) A vehicle securable attachment as claimed in claim 21 in which each runner is in the form of a formation defining a railage path along an adequate number of oppositely mounted upper and lower rollers to ensure a firm though smooth rollable engagement of each formation to its rail.

Claim 23. (Previously Cancelled)

24. (Previously Amended) A vehicle securable attachment as claimed in claim 22 in which each runner is in the form of a formation defining a railage path along an adequate number of oppositely mounted upper and lower rollers to ensure a firm though smooth rollable engagement with of each formation to its rail.

C 25. (Previously Amended) A vehicle securable attachment as claimed in claim 24 in which each runner is fitted with two overhead rollers defining the upper boundary of the railage path and a bottom roller forming the lower boundary.

26. (Previously Amended) A vehicle securable attachment as claimed in claim 25 in which each runner is in the form of a saddle-like rail engaging formation fitted with cylindrical rollers spaced to define the railage path there along while the rails present appropriate rectangular end profiles to enable snug engagement of the runners along their rails.

27. (Previously Amended) A vehicle securable attachment as claimed in claim 16 in which the locking facility is in the form of shear pins releasably locking the carrier arrangement to the rails towards their trailing ends.

28. (Previously Amended) A vehicle securable attachment as claimed in claim 16 in which each rail is fitted with a stopper pin defining the position of stoppage there along.

Claims 29-35 (Previously Cancelled)

36. (Previously presented) A vehicle securable attachment as claimed in claim 19 in which the carrier arrangement is in the form of a seat support fitted at its leading and trailing ends, as regards carrier arrangement motion along the rails, by way of connecting arms at the outer end of each of which a roller in the form of a rolling wheel is carried in a generally curtain rail connecting fashion to the rails as thus appropriately guidably formed, installation of the attachment involving the separation of the conventional seat engaging support of a seat from its upper seat bed and the operative interspacing of the attachment between the such upper bed and such seat engaging support in a way that results in the seat support carrying the upper seat bed while the rails are secured to such seat engaging support.

37. (Previously presented) A vehicle securable attachment as claimed in claim 36 in which the locking facility is in the form of at least one rail stop situated ahead of one of the roller wheels within the appropriate rail if not fitted with a plurality of rail stops, co-acting with its roller wheel in a way that permits the release of the wheel for free movement along its rail at the pre-established rate of vehicular deceleration once the attachment is operatively installed.

38. (Previously presented) A vehicle securable attachment as claimed in claim 36 in which the position of carrier arrangement stoppage is formed by the leading ends of the rails

being blanked off.

39. (Previously presented) A vehicle securable attachment as claimed in claim 16

C wherein said seat is rearwardly swivellable independently of a seat anchor, a floor, and a remainder of a cab of the vehicle.
